

# Charlotte Area Transit System **TRANSIT VISION**







Over the past decade, Charlotte has become one of the fastest growing areas in the United States expanding to over 1.8 million people. The next 25 years will continue to bring growth to our region which is projected to expand by an additional 1 million people. Fueling this population growth is the Charlotte region’s economic engine; a catalyst for business and one that competes in a global market.

With growth come problems of increased congestion, poor air quality and lost efficiencies due to longer commute times. A critical element in our region’s ability to remain competitive is the free flow of goods and materials to support local, regional and global businesses, and the ability of people to have easy access to higher learning, excellent health care and entertainment venues.

Providing increased mobility options for our residents, businesses and employees through a balanced transportation network of roads, sidewalks, bike lanes and public transportation is needed to provide alternatives and solutions to improve air quality, alleviate traffic congestion and improve the overall quality of life in the Charlotte region.

The transit and land-use vision initiated in 1998 was designed specifically to address these issues. Since 1998 significant investments and progress has been achieved in addressing these mobility needs. These investments have increased access and mobility options for many neighborhoods through the expansion of the bus service, enhancing customer amenities at stops, creating pedestrian-friendly neighborhoods in close proximity to light rail stations, and revitalized the Historic South End District.

But there is more to accomplish, and CATS is committed to advancing the shared vision approved by the voters in 1998 and reaffirmed in 2007 by 70% of Mecklenburg County citizens. And we invite you to come along for the ride.

# Rapid Growth





# CONNECTING TRANSIT AND LAND USE

The integration of transit and land use is a key component in moving the region forward. Successful transit oriented developments (TOD) offer a pedestrian-oriented environment in which residents can live, work, shop and play in places accessible by transit. The primary benefits of TOD include:

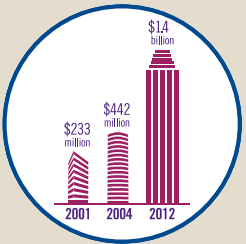
- Reducing sprawl and protecting existing neighborhoods
- Reducing commute times and traffic congestion
- Improving environmental quality and open space preservation
- Encouraging pedestrian activity and discouraging automobile dependency

Since 2005, retail, office, and residential units within ½ mile of the LYNX Blue Line have grown substantially. These investments bring in new tax revenues to the city and county which are reinvested in education, police, fire, roads and other public programs other than transit.



## Community Investments

Increased property values  
in South End Charlotte



Resulted in

New property tax  
revenue from growth



Resulted in

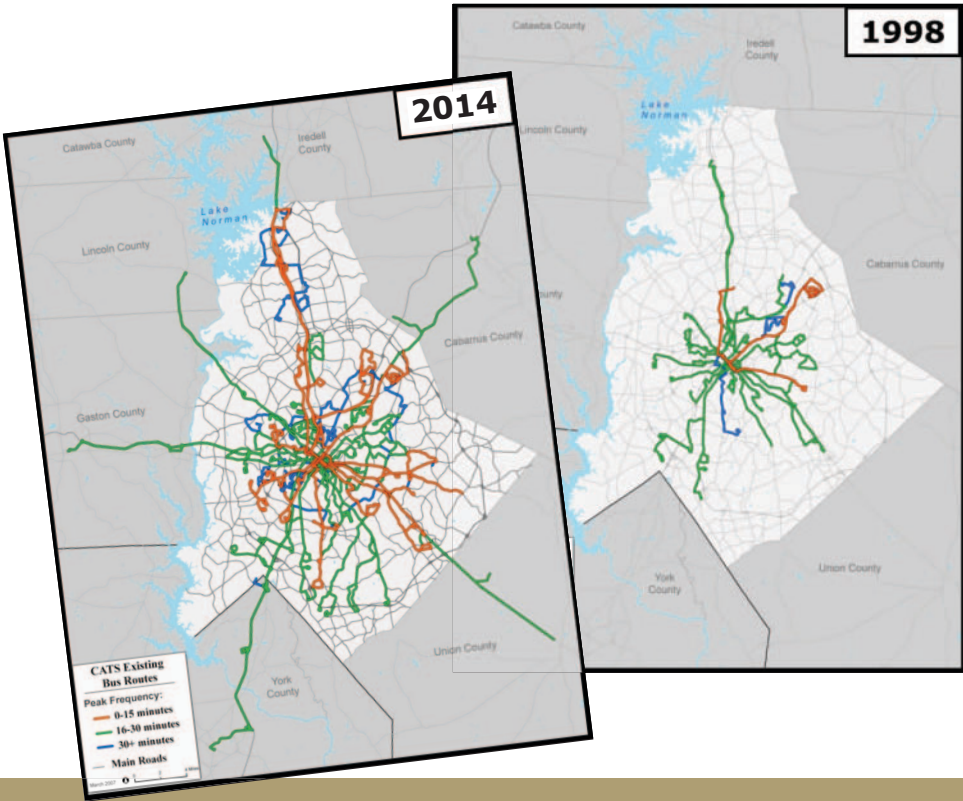
Increased benefits for  
the community





# CONNECTING TO THE PAST

In 1998, after an extensive public involvement process and thoughtful consideration, the citizens of Mecklenburg County approved the half-cent local sales and use tax to support the vision as outlined in the 2025 Integrated Transit/Land Use Plan. This plan serves as a vision, focusing growth along five transportation corridors, linking our area’s key centers of economic activity.



Since the passage of this tax, CATS has made investments to better the community and provide greater connectivity for the citizens of the region. These improvements include:

- Increased ridership from 11.8M in FY1998 to 26.1M in FY2013
- Increased the number of bus routes by 75%
- Created funding partnerships with the surrounding counties to create regional express bus service
- Expanded service hours, improved service frequency and reliability
- 100% Wheelchair accessible bus and rail fleet
- 3,400 bus stops with time point information
- 100% bike rack fleet
- Built three community transit centers
- Installed over 77 new benches and 217 new shelters
- Built and operate the state’s first light rail line carrying more than 15,000 each weekday
- Started the region’s first enhanced bus service from Center City to Charlotte Douglas International Airport
- Began construction of the LYNX Blue Line Extension
- Built four CATS owned and operated park and ride facilities with over 1,137 new parking spaces
- Expanded the fleet to over 530 bus, rail and vanpool vehicles

## Community Improvements



# CONNECTING THE VISION

## The Transit Corridor System Plan

In 2006, the Metropolitan Transit Commission (MTC) adopted the 2030 Transit Corridor System Plan, furthering the vision outlined in the 2025 Integrated Transit/Land Use Plan.

The 2030 Transit Corridor System Plan consists of multiple transit modes in five corridors, a series of improvements in Charlotte’s Center City and bus service and facility improvements to link our area’s key centers of economic activity.

Once completed, this plan will encompass 25 miles of commuter rail, 19 miles of light rail, 16 miles of streetcar, and an expanded network of buses and other transit services.

## Transit Modes


- 


**LYNX Red Line**  
North Corridor  
Center City to Mount Mourne  
25-mile commuter rail line
- 


**LYNX Blue Line Extension**  
Northeast Corridor  
Center City to UNC Charlotte – Main  
9.3-mile light rail line
- 

**CityLYNX Gold Line**  
Center City  
10-mile streetcar line
- 

**LYNX Silver Line**  
Southeast Corridor  
Center City to CPCC Levine Campus  
13.5-mile bus rapid transit line

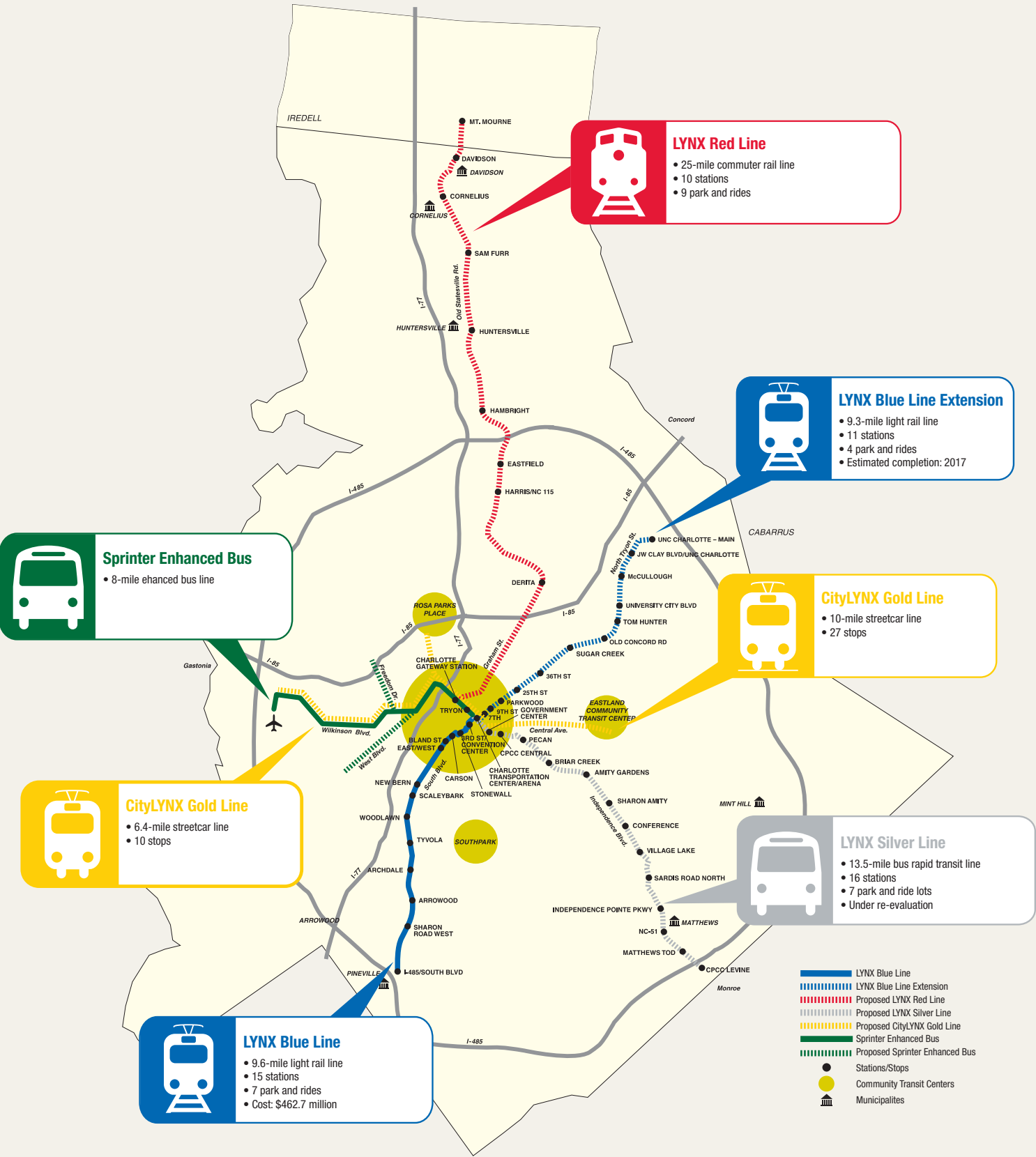
- 

**LYNX Blue Line**  
South Corridor  
Center City to I-485 at South Blvd  
9.6-mile light rail line
- 

**CityLYNX Gold Line**  
West Corridor  
6.4-mile streetcar line
- 

**Sprinter Enhanced Bus**  
West Corridor  
8-mile enhanced bus line

## LYNX System Map





# CONNECTING TODAY



## LYNX Blue Line

In 2007, the Charlotte region entered a new era in public transportation with the opening of North Carolina’s first light rail line, the LYNX Blue Line. In its first year of operation, ridership exceeded initial projections by 56%. In fact, over 72% of current riders used to drive alone. The LYNX Blue Line averages over 15,000 riders each weekday and was named one of the safest new-start light rail systems in the United States, with only one preventable accident since the service started.

The Blue Line offers fast, quiet, convenient light-rail service between Uptown Charlotte and I-485 at South Boulevard. With service every 10 minutes during rush hour, the LYNX Blue Line provides a 25 minute congestion-free commute, and dozens of bus routes are timed to connect with trains at Blue Line stations.

The LYNX Blue Line is integrated with land-use policies that promote more compact, pedestrian friendly development that encourage a mix of residential, retail, employment, and civic developments at or near the light rail line to support sustainable communities.

Since its ground-breaking in 2005, The LYNX Blue Line has helped to invigorate businesses and residential areas along South Boulevard. In addition to attracting riders, Charlotte’s South End has generated over \$1.4 billion in actual and proposed corridor development planned through 2015. Other City of Charlotte investments in the area include road, sidewalk, storm drainage, and beautification improvements along South Boulevard, Old Pineville Road and adjacent neighborhoods.



## Center City to I-485 at South Boulevard

- 9.6 miles
- 15 stations
- 7 park and ride lots
- 3,500 parking spaces
- Service: 5:30 a.m. – 2:00 a.m.; 7 days a week
- 15,000 weekday ridership

### Destinations



- Checkers
- Hornets
- Knights
- NASCAR Hall of Fame
- Panthers



- Bechtler Museum
- Blumenthal Performing Arts Center
- Discovery Place
- Harvey B. Gantt Center
- ImaginOn
- Mint Museum



- UNC Charlotte Center City Campus



### Community Investments by 2015



- 5,630 new residential units



- 465,395 sq. ft. of new office space
- 419,379 st. ft. of retail space

## LYNX Blue Line Highlights



# CONNECTING THE FUTURE



## LYNX Blue Line Extension

Currently under construction, the LYNX Blue Line Extension will run from 7th Street in Center City to the University of North Carolina at Charlotte.

The LYNX Blue Line Extension Project will provide a consistent commute along the congested I-85/US 29 corridor, where population and employment are anticipated to increase significantly by 2035.

This project will improve transit service to regional employment, entertainment, cultural and retail destinations, including Center City Charlotte, professional sports and entertainment facilities, the Charlotte Convention Center, the NASCAR Hall of Fame, and link UNC Charlotte's University City and Uptown campuses.

Upon completion, the LYNX Blue Line Extension will connect many neighborhoods including: NoDa, Hidden Valley, Belmont, Optimist Park and Hampton Hills.

This project is also spurring growth along the corridor. Current projections include 12,000 new housing units, 3.8 million square feet of new office space and over 1.3 million square feet of retail space by 2035.

## Center City to I-485 at North Tryon Street

- 9.3 miles
- 11 stations
- 4 park and ride lots
- 3,000 parking spaces
- Service: 5:30 a.m. – 1:30 a.m.; 7 days a week
- 24,500 estimated daily ridership by 2035
- Estimated completion date: 2017

## Destinations



- Checkers
- Hornets
- Knights
- NASCAR Hall of Fame
- Panthers



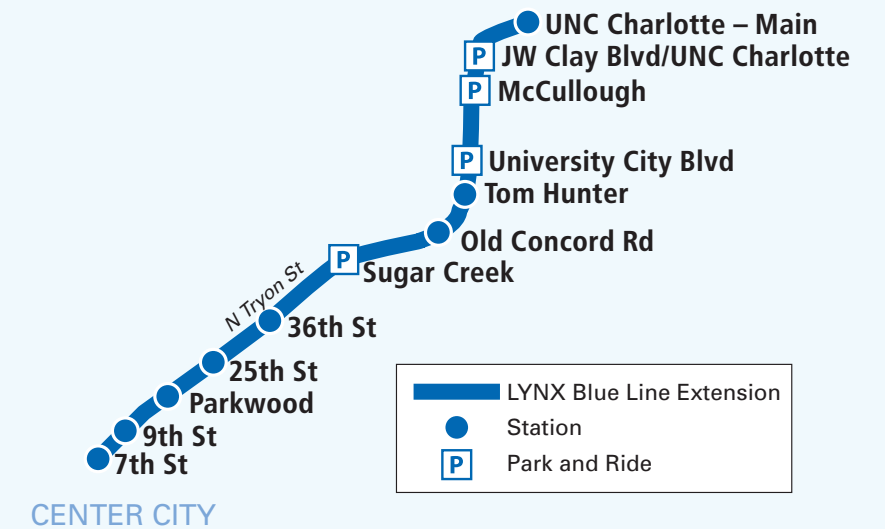
- Bechtler Museum
- Blumenthal Performing Arts Center
- Discovery Place
- Harvey B. Gantt Center
- ImaginOn
- Mint Museum



- UNC Charlotte Center City Campus
- UNC Charlotte Main Campus



- Carolinas Medical Center – University



## Community Investments by 2035

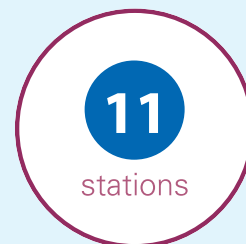


- Over 12,400 new housing units



- Over 3.8 million sq. ft. of new office
- Over 1.3 million sq. ft. of new retail
- \$4.4 billion in new development and property

## LYNX Blue Line Extension Highlights





# CONNECTING THE FUTURE



## LYNX Red Line

From bustling Center City to the beautiful Lake Norman area to roaring Race City, USA, the LYNX Red Line will provide passengers with commuter rail service between Charlotte and Mooresville. The LYNX Red Line will connect the towns of Davidson, Cornelius and Huntersville to Center City Charlotte at the proposed multimodal station, Charlotte Gateway Station. Once at the Charlotte Gateway Station, customers will have access to the arts, sports, cultural and employment opportunities through connections on the CityLYNX Gold Line, CATS bus routes and intercity rail and bus lines.



## Center City to Mount Mourne

- 25 miles
- 10 stations
- 9 park and ride lots
- 1,200 parking spaces
- 4,600 estimated daily ridership by 2030

## Destinations



- CPCC Huntersville
- Davidson College



- Lowes Corporate Headquarters



- Lake Norman Regional Medical Center
- Novant-Huntersville Hospital

## Community Investments by 2035



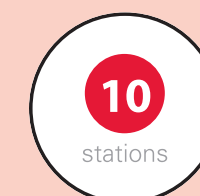
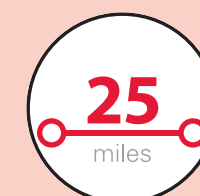
- 16,391 new residential units
- 3.1 million sq. ft. new office space
- 2.3 million sq. ft. new retail space



- \$5.4 billion transit oriented development



## LYNX Red Line Highlights





# CONNECTING THE FUTURE



## LYNX Silver Line

The Silver Line (Southeast Corridor) extends approximately 13.5 miles from Charlotte's Center City to the border of Mecklenburg and Union counties, terminating at Central Piedmont Community College's Levine Campus. Originally designated to use a mode of Bus Rapid Transit, while preserving the ability to migrate to Light Rail Transit, a recent study by Urban Land Institute proposes an alternative to the corridor using express bus and Sprinter style service along Independence Boulevard in HOT lanes and rail service on Monroe Road, similar to the CityLYNX Gold Line service proposed for Central Ave. This alternative provides for auto-oriented retail on Independence Boulevard while the rail service along Monroe Road serves neighborhoods and allows mixed-use development.

## Destinations



- Ovens Auditorium
- Bojangles Coliseum



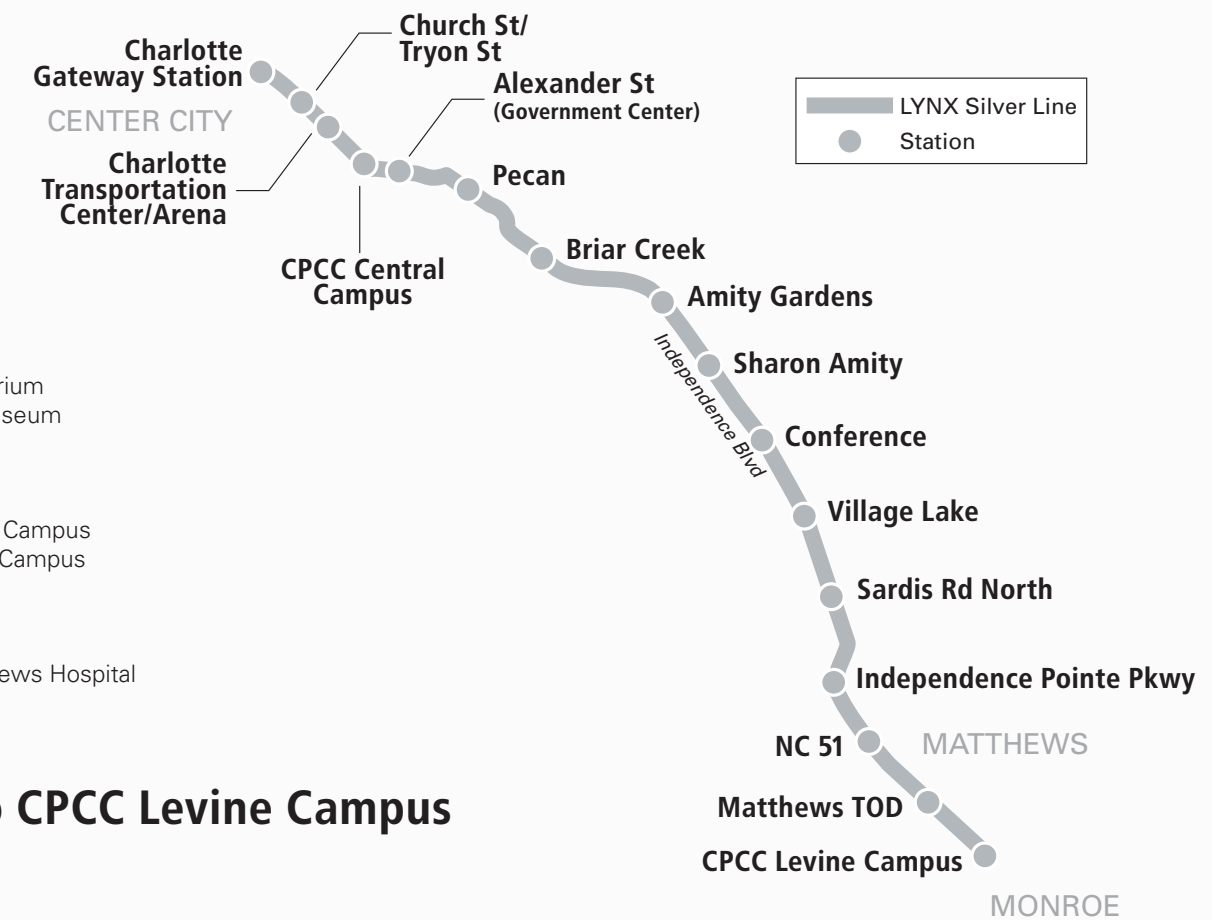
- CPCC Central Campus
- CPCC Levine Campus



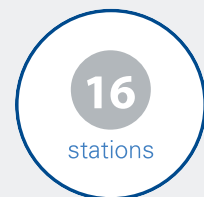
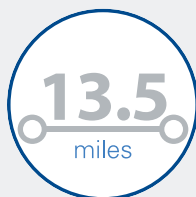
- Novant-Matthews Hospital

## Center City to CPCC Levine Campus

- 13.5 miles
- 16 stations
- 7 park and ride lots
- 3,350 parking spaces
- 15,500 estimated daily ridership by 2030



## LYNX Silver Line Highlights





# CONNECTING THE FUTURE



## CityLYNX Gold Line

The CityLYNX Gold Line is a 10-mile streetcar system that is an integral part of the 2030 Transit Plan and is being built in phases. Once completed, it will connect east and west Charlotte with key destinations throughout Uptown. The alignment will connect with all current and future rapid transit lines, including the LYNX Blue Line, Red Line, Silver Line and the West Corridor. The CityLYNX Gold Line will serve west Charlotte beginning at the Rosa Parks Place Community Transit Center and continue along Beatties Ford Road to Trade Street. It will proceed east to Elizabeth Avenue extending along Hawthorne Lane to Central Avenue and end at the Eastland Community Transit Center.

Construction of phase 1 began December 2012. This 1.5 mile route from Center City will serve the Charlotte Transportation Center, CPCC and Novant Hospital. Phase 1 will have six stops, including a connection to the LYNX Blue Line. Completion is scheduled for 2015.

Phase 2 of the CityLYNX Gold Line extends the project from the Charlotte Transportation Center west to French Street beyond Johnson C. Smith University and east from Novant Hospital to Sunnyside Ave. Construction of phase 2 is planned for 2016 with an anticipated service start date of 2019.



## Center City

- 10 miles
- 37 stops
- Service: 5:00 a.m. – 1:00 a.m.; 7 days a week
- 16,000 projected daily ridership by 2030
- Novant Hospital to Charlotte Transportation Center in 2015

## Community Investments by 2035



- 2,000 small businesses within 1/4 mile of line



- Property tax values increase up to \$7M
- 21,800 sq. ft. new retail space
- 276,700 sq. ft. new office space

## Destinations



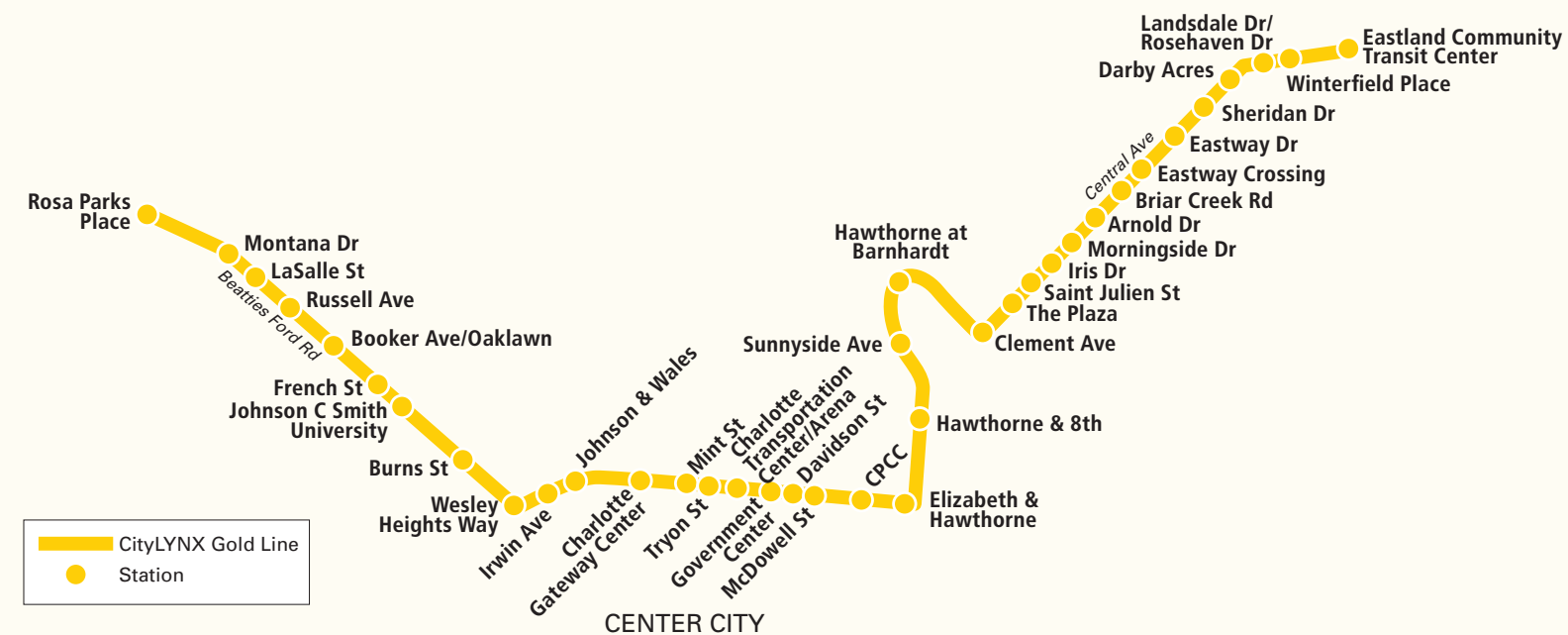
- Checkers
- Hornets
- Knights
- NASCAR Hall of Fame
- Panthers



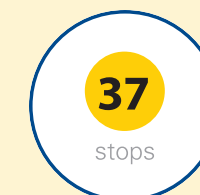
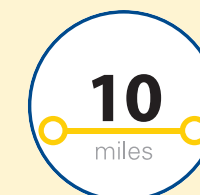
- Bechtler Museum
- Blumenthal Performing Arts Center
- Discovery Place
- Harvey B. Gantt Center
- ImaginOn
- Mint Museum



- CPCC Central Campus
- Johnson & Wales University
- Johnson C. Smith University
- Northeastern University
- UNC Charlotte Center City Campus
- Wake Forest University



## CityLYNX Gold Line Highlights





# CONNECTING THE FUTURE

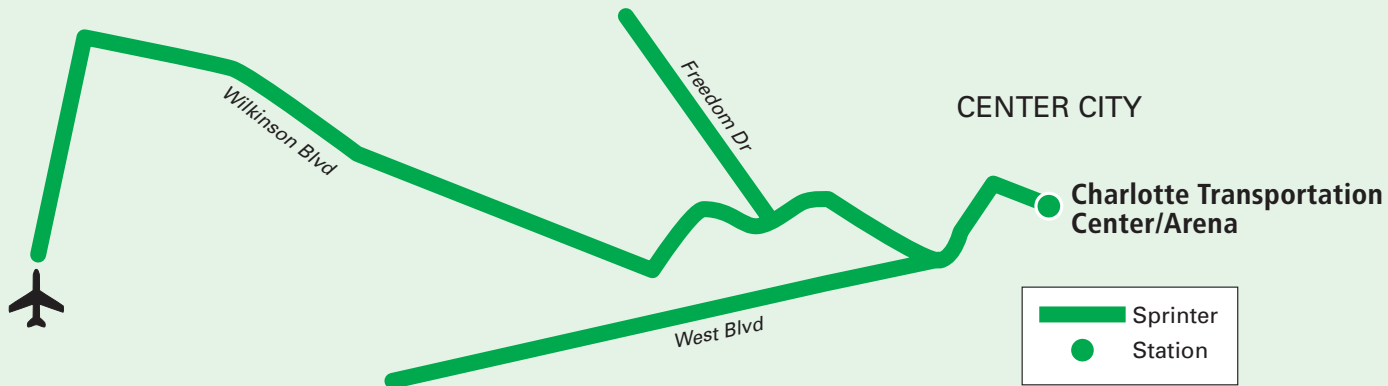


## Sprinter Enhanced Bus

Whether you’re meeting friends at the local coffee shop for a java boost or a business executive heading out of town for a meeting, service on the West Corridor will get you there. In 2009, CATS introduced its first enhanced bus service, the Sprinter. Sprinter includes limited stops, branded-identity, hybrid vehicles, improved passenger amenities and digital schedule information. This service, which operates along Wilkinson Boulevard, provides convenient and frequent door to door service to Charlotte Douglas International Airport.

## West Corridor

- 8 miles
- 17 stops
- Phase 1: Center City to Wilkinson Blvd. to the airport opened in September 2009
- Phase 2: Freedom Dr. by 2012 and West Blvd. by 2014

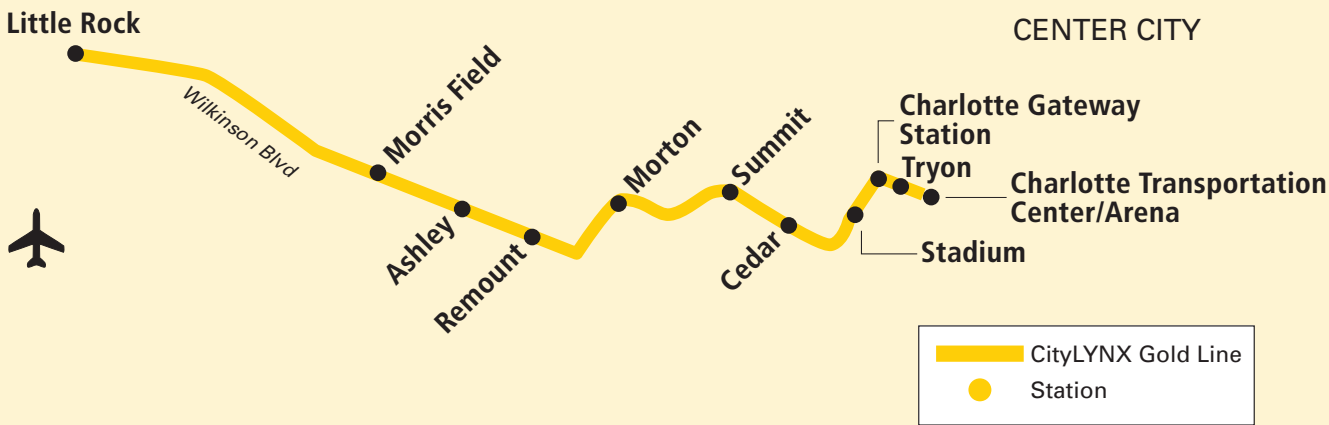


## CityLYNX Gold Line

For the long term, the CityLYNX Gold is planned to operate primarily along West Morehead Street and Wilkinson Boulevard. This investment will improve transit service and enhance economic development opportunities along the corridor.

## West Corridor

- 6.4 miles
- 10 stops
- Service: 7 days a week
- 3,800 projected daily ridership by 2034











[www.ridetransit.org](http://www.ridetransit.org)  
704-336-RIDE (7433) • 866-779-CATS (2287)

